

Futurewise's Line-by-Line edits to the Proposed King County CPP Update

February 23, 2011

Environment Chapter

Overarching Goal: The quality of the natural environment in King County is restored and protected for future generations.

Comment [BWH1]: Overall, we support these policies with the recommendations provided below.

Environmental Sustainability

EN-1: Incorporate environmental protection and restoration efforts into local comprehensive plans to promote a balanced approach that protects the environment and meets the needs of the present without compromising the ability of future generations to meet their own needs. Ensure a fair distribution of environmental benefits and burdens.

EN-2: Require~~Encourage~~ low impact development approaches for managing stormwater, protecting water quality, minimizing flooding and erosion, protecting habitat, and reducing greenhouse gas emissions.

Comment [BWH2]: The current Phase 1 municipal stormwater permit and the soon to be released Phase 2 permit update will both require low impact development. So we recommend the CPPs be consistent with those requirements.

EN-3: Identify and preserve regionally significant open space networks in both urban and rural areas. Develop strategies and funding to protect these valuable resources. Include lands that provide:

- Physical or visual separation delineating growth boundaries or providing buffers between incompatible uses;
- Active or passive outdoor recreation opportunities;
- Habitats or migration corridors that preserve and enhance ecosystem resiliency in the face of urbanization and climate change;
- Preservation of ecologically sensitive, scenic or cultural resources; or
- Urban green space, habitats, and ecosystems.

Earth and Habitat

EN-4: Coordinate approaches and standards for designating~~defining~~ and protecting critical areas where functions and values cross jurisdictional boundaries.

EN-5: Encourage basin-wide approaches to wetland mitigation emphasizing preservation and enhancement of the highest quality wetlands and wetland systems.

EN-6: Develop an integrated and comprehensive approach to managing fish and wildlife habitat conservation areas, especially protecting endangered, threatened and/or sensitive species based on their ecological relationships.

EN-7: Continue to work through Water Resource Inventory Area (WRIA) Forums to implement salmon habitat protection and restoration priorities in approved WRIA plans.

EN-7(a): Preserve and restore native vegetation and limit impervious surfaces to protect habitat, including habitats in streams, rivers, lakes, and Puget Sound and water quality.

Flood Hazards

EN-8: Coordinate and fund flood hazard management efforts through the King County Flood Control District.

EN-9: Share local approaches to meeting federal standards for floodplain development and fully implementing the biological opinion for the federal flood insurance program.

EN-10: Work cooperatively with the federal, state, and regional agencies and forums to develop regional levee maintenance standards that meet public safety and habitat protection objectives.

Water Resources

EN-11: Collaborate with the Puget Sound Partnership to implement the Puget Sound Action Agenda and to coordinate land use and transportation plans and actions for the benefit of Puget Sound.

EN-12: Manage natural drainage systems to improve water quality and wildlife habitat, minimize erosion and sedimentation, protect public health, and moderate peak storm water runoff rates. Work cooperatively among local, regional, state, national and tribal jurisdictions to establish, monitor and enforce consistent standards throughout drainage basins.

EN-13: Establish a multi-jurisdictional approach for funding and monitoring water quality outcome measures and identify opportunities for improving the efficiency and effectiveness of monitoring efforts needed for compliance with federal and state water quality permits.

Air Quality and Climate Change

Comment [BWH3]: The Growth Management Act requires the protection of at least endangered, threatened and sensitive species. *Stevens County v. Futurewise*, 146 Wn. App. 493, 511 fn.7, 192 P.3d 1, 10 fn.7 (2008) review denied *Stevens County v. Futurewise*, 165 Wn.2d 1038, 205 P.3d 132 (2009).

Comment [BWH4]: MPP-En-12 calls on the county and cities to “[p]reserve and restore native vegetation to protect habitat, especially where it contributes to the overall ecological function and where invasive species are a significant threat to native ecosystems.” Research by the University of Washington in the Puget Sound lowlands has shown that when total impervious surfaces exceed five to 10 percent and forest cover declines below 65 percent of the basin, then salmon habitat in streams and rivers is adversely affected. As several University of Washington researchers wrote:

“Results of the PSL stream study have shown that physical, chemical, and biological characteristics of streams change with increasing urbanization in a continuous rather than threshold fashion. Although the patterns of change differed among the attributes studied and were more strongly evident for some than for others, physical and biological measures generally changed most rapidly during the initial phase of the urbanization process as % [total impervious area] TIA above the 5-10% range. As urbanization progressed, the rate of degradation of habitat and biologic integrity ...

Comment [BWH5]: The requirements of the biological opinion for the federal flood insurance program will reduce hazards to human life and property by decreasing the likelihood that flood plain development will increase flood heights and therefore risks to life and property and protect important fish and wildlife habitats. We recommend the CPPs call for fully implementing the biological opinion. You can find the biological opinion at in the following three documents:

Endangered Species Act Section 7 Formal Consultation and Magnuson-Stevens Fishery Conservation and Management Act Essential Fish Habitat Consultation for the on-going National Flood Insurance Program carried out in the Puget Sound ...

EN-14: Plan for land use patterns and transportation systems that ~~reduce~~minimize air pollution and greenhouse gas emissions, reduce impacts on public health, and support the mission of the Puget Sound Clean Air Agency, including:

- Directing growth to urban centers and other mixed use/ high density locations that support mass transit, encourage non-motorized modes of travel, provide opportunities to increase physical activity, and reduce trip lengths;
- Facilitating modes of travel other than single occupancy vehicles including transit, walking, bicycling, carpooling, and car sharing;
- Encouraging new development to use low emission construction practices and “green” building techniques; ~~and~~
- Increasing use of low and no emission vehicles, and:-
- Maintain greenhouse sinks including forest lands, farmland, and wetlands.

EN-15: Establish a countywide greenhouse gas reduction ~~requirement~~target that will result an 80 percent reduction in emissions below 1990 levels by meets or exceeds state targets including the 2050 goal of a 50 percent reduction below 1990 levels.

EN-16: Establish a greenhouse gas emissions inventory and measurement framework for use by all King County jurisdictions to efficiently and effectively measure progress toward countywide targets established pursuant to EN-15.

EN-17: Plan and implement land use, transportation, and building practices that reduce consumption of fossil fuels.

EN-18: Formulate a climate change adaptation strategy that addresses the impacts of climate change to public health and safety, the economy, and to the built and natural environments including public and private infrastructure, water resources, and habitat.

FW-1 Amendments to the CPPs

Staff presents draft policy language that describes more clearly and completely the existing process for review and amendment of the CPPs as follows:

FW-1: Maintain ~~the currency of~~ the Countywide Planning Policies through periodic review and amendment. Initiate and process all amendments at the Growth Management Planning Council (GMPC) through the process described below:

- Only the GMPC may initiate amendments to the CPPs except ~~for~~ amendments to the Urban Growth Area (UGA) that may also be initiated by King County;
- GMPC recommends amendments to the King County Council for consideration, possible amendment and approval;
- A majority vote of the King County Council both constitutes approval of the amendment and ratification on behalf of the residents of Unincorporated King County. Amendments cannot be modified during the ratification process;

Comment [BWH6]: Protect working forests, working farms, wetlands, and other carbon sinks from development. In 2005, forest land and land use sequestered an estimated 30 percent of Washington greenhouse gas emissions.¹ Agricultural soils sequestered an estimated 1.5 percent of the state’s greenhouse gas emissions.¹ Paving over forest land, farmlands, wetlands, and other carbon sinks will require us to reduce emissions even more than is currently required to achieve the state’s adopted greenhouse gas reduction requirements.

¹ S. Gupta, D. A. Tirpak, N. Burger, J. Gupta, N. Höhne, A. I. Boncheva, G. M. Kanoan, C. Kolstad, J. A. Kruger, A. Michaelowa, S. Murase, J. Pershing, T. Saijo, A. Sari, 2007: *Policies, Instruments and Co-operative Arrangements* pp. 775 - 76 in *Climate Change 2007: Mitigation. Contribution of Working Group III to the Fourth Assessment Report of the* ...

Comment [BWH7]: King County and its cities should establish greenhouse gas emissions limits with greater reductions then required by RCW 70.235.020. There is strong evidence that the state emission reduction requirements will not be sufficient to stabilize greenhouse gas emissions at levels that would minimize the adverse effects of global warming. To stabilize atmospheric carbon dioxide equivalents at a concentration of 450 parts per million (ppm), greenhouse gas emissions need to be reduced by 80 to 95 percent below the 1990 level by 2050 in developed countries.¹ More recent studies show even this level of atmospheric carbon dioxide equivalents may be too high to stabilize the climate at a level that does not produce serious ...

Comment [BWH8]: The policies correctly identify the need for adaptation and we support that provision. We are ready seeing adverse impacts on our state and economy.*

* Washington Economic Steering Committee and the Climate Leadership Initiative Institute for a Sustainable Environment University of Oregon, *Impacts of Climate Change on Washington’s Economy: A Preliminary Assessment of Risks and Opportunities* p. 7 (Washington State Department of Ecology and State of Washington Department of Community, Trade, and Economic Development: November 2006). Accessed on Feb. 16, 2011 at: <http://www.ecy.wa.gov/pubs/0701010.pdf>

- After approval and ratification by the King County Council, amendments are forwarded to each city and town for ratification; and
- Amendments must be ratified within 90 days of King County approval and require affirmation by the county and cities and towns representing at least 70% of the county population and 30% of those jurisdictions. Ratification is either by an affirmative vote of the city's or town's council or by no action being taken within the ratification period.

Development Patterns Chapter

Goal for Development Patterns Chapter: (To be inserted.)

Urban, Rural, and Resource Lands

DP-1: Designate all land within King County as either:

- a) Urban land contained within the Urban Growth Area (UGA), within which growth is focused and accommodated through an urban pattern and density of development that is or easily can be provided with urban services;
- b) Rural land, located outside the UGA, which protects farming, forestry, and other resource uses, along with long-term very low-density residential uses, and small-scale non-residential uses; or
- c) Resource land, characterized as permanent regionally significant agricultural, forestry, and mining lands.

Map DP-1 shows the UGA boundary and Urban, Rural, and Resource lands within King County.

Urban Growth Area

Goal Statement: (To be inserted.)

Urban Lands

DP-2: Promote a pattern of compact development within the UGA that includes housing at a range of urban densities [which supports transit outside of extensive critical areas](#), commercial and industrial development, and other urban facilities, including medical, governmental, institutional, and educational uses and parks and open space. The UGA will include a mix of uses that are convenient to public transportation in order to reduce reliance on single occupancy vehicles for most daily activities.

DP-3: Develop land in the UGA efficiently to create healthy vibrant urban communities, reduce urban sprawl, use available urban services, and accommodate growth within existing urban areas thereby preserving the long-term viability of Rural and Resource lands. Promote the efficient use of Urban land by using methods such as:

- a) Directing concentrations of housing and employment growth to designated centers;
- b) Encouraging compact development with a mix of compatible residential, commercial, and community activities on the same site or in close proximity to each other;
- c) Using tools to maximize utilization of the existing capacity for housing and employment;
- d) Coordinating the growth expectations of land use, transportation, capital facility and utility plans.

DP-4: ~~Accommodate~~Concentrate housing and employment growth within the designated Urban Growth Area. Focus housing growth within designated Urban and Subregional Centers. Focus employment growth within designated Urban, Subregional, and Manufacturing/Industrial Centers. Housing and employment growth shall be allocated consistent with Vision 2040 and the regional growth strategy.

Comment [BWH9]: Current policy LU-66 b. provides that counties and cities shall establish a minimum density (not including critical areas) for new construction in each residential zone within the urban growth area. Our experience with minimum densities is they help efficiently use our limited land. We strongly encourage to include a minimum density policy.

DP-5: Provide all residents with opportunities for safe and convenient daily physical activity, access to healthy food, social connectivity, and protection from exposure to harmful substances and environments through land use patterns, transportation systems, open space and other amenities that promote health.

Comment [BWH10]: We think that DP-5 is a very good addition. We appreciate the attention to how land use and environmental policy can promote human health. King County is a national leader in this work.

DP-6: Designate Urban Separators as permanent low-density incorporated and unincorporated areas within the UGA. Urban Separators are intended to protect resource lands, Rural Areas, and environmentally sensitive areas, and create open space and wildlife corridors within and between communities while also providing public health, environmental, visual, and recreational benefits. The maintenance of the Urban Separators is a local as well as a regional concern. Changes to Urban Separators are made by amendment to the Countywide Planning Policies Designated Urban Separators within cities and unincorporated areas are shown in Map DP-2.

Growth Targets

DP-7: Allocate residential and employment growth to each city and unincorporated urban area in the county to meet the following objectives:

- a) To accommodate the most recent 20-year population projection from the state Office of Financial Management and the most recent 20-year regional employment forecast from the PSRC within the existing urban growth areas;
- b) To plan for a pattern of growth that ~~is implemented~~guided by the Regional Growth Strategy contained in VISION 2040 including concentrating growth in cities with designated Centers and other larger cities, limiting development in the Rural areas, and protecting designated Resource lands;

- c) To efficiently utilize existing and planned development capacity as well as the capacity of existing and planned infrastructure, including sewer and water systems;
- d) To promote a land use pattern that can be served by a connected network of public transportation services and facilities and pedestrian and bicycle infrastructure and amenities;
- e) To focus growth in locations with access to existing and planned transportation infrastructure and services, especially high-capacity and other frequent transit service;
- f) To improve the jobs/housing balance within the region and the county;
- g) To distribute growth equitably in order to promote sufficient opportunities for housing and employment development within all jurisdictions;
- h) To allocate growth to individual Potential Annexation Areas within the Urban unincorporated area as guided by the capacity for housing and employment growth within each PAA when it is consistent with the Regional Growth Strategy contained in Vision 2040.

Comment [BWH11]: Our concern about old “g” is that it could be read that all jurisdictions are entitled to grow. We believe that the Regional Growth Strategy’s approach of focusing growth in those areas where it will have the least impacts are the better.

Adopt housing and employment growth targets in the CPPs subject to ratification by the county and cities. Targets may be adjusted administratively upon annexation of unincorporated PAAs by cities. Growth targets for the 2006-2031 planning period are shown in table DP-1.

DP-8: Plan for and accommodate housing and employment targets in each jurisdiction. This includes:

- a) Providing adequate capacity for residential, commercial, and industrial uses through the jurisdiction’s comprehensive plan and zoning regulations;
- b) Planning for and providing water, sewer, transportation and other infrastructure, in concert with investments by other agencies, including special purpose districts; and
- c) Accommodating increases in housing and employment targets as annexations occur.

The targets do not obligate a jurisdiction to guarantee that a given number of housing units will be built or jobs added during the planning period. The targets are intended to be limits to capacity consistent with the Regional Growth Strategy.

Comment [BWH12]: In the *Davidson Serles* decision, the Central Puget Sound Growth Management Hearings Board (CPSGMHB) concluded that the King County countywide planning policies (CPPs) set a floor for population and employment capacity within cities. However, by looking to the language of the CPPs to see if they established a ceiling, the Board indicated this the CPPs could permissibly establish a ceiling. *Davidson Serles, et al. v. City of Kirkland*, CPSGMHB Case No. 09-3-0007c, Final Decision and Order (Oct. 5, 2009), 2009 WL 3309101 at *9 – 10. The MPPs do set ceilings, so we believe the CPPs should as well. So we recommend this clarification.

Amendments to the Urban Growth Area

DP-9: Allow expansion of the UGA only when the following steps have been satisfied:

- a) The proposed expansion of the UGA is brought to the GMPC by King County and it is under review by King County as part of the four-year cycle amendment process of the King County Comprehensive Plan;
- b) The GMPC recommends to the King County Council approval of the proposed amendment to the UGA;
- c) The King County Council approves the proposed amendment to the UGA; and
- d) The proposed amendment to the UGA is ratified by the county and cities following the procedures set forth in Policy FW-1.

DP-10: Approve proposed expansions of the UGA only if at least one of the following criteria is met:

- a) The current UGA is insufficient in size and additional land is needed to accommodate the housing and employment growth targets, as demonstrated in the most recent UGA review, or institutional and other non-residential uses as provided in RCW 37.70A.110(2), and there are no other reasonable measures, such as increasing density or rezoning existing urban land, that would avoid the need to expand the UGA; or
- b) The proposed expansion of the UGA is accompanied by dedication of permanent open space to the King County Open Space System, where the acreage of the proposed open space is at least four times the acreage of the land added to the UGA; or
- c) The area is currently a King County park being transferred to a city for purpose as a park in perpetuity or is park land that has been owned by a city since 1994 and is less than thirty acres.

DP-11: If expansion of the UGA is warranted based on the criteria in DP-10, add land to the UGA only if it meets all of the following criteria:

- a) Is adjacent to the existing UGA;
- b) Can be efficiently provided with urban services and does not require supportive facilities located in the Rural Area;
- c) Follows topographical features that form natural boundaries, such as rivers and ridge lines and does not extend beyond natural boundaries, such as watersheds, that impede the provision of urban services;
- d) Is not currently designated as Resource land;
- e) Is sufficiently free of environmental constraints to be able to support urban development without significant adverse environmental impacts, unless the area is designated as an urban separator by interlocal agreement between King County and the annexing city; ~~and~~
- f) Is subject to an agreement between King County and the city or town adjacent to the area that the area will be added to the city's potential annexation area [PAA]. Upon ratification of the amendment, the CPPs will reflect both the UGA change and PAA change; and
- g) Is consistent with the Regional Growth Strategy contained in Vision 2040 and shall be minor, less than 20 acres in size unless a larger area is needed to accommodate family-wage jobs.

Comment [BWH13]: This attempts to incorporate the Vision 2040 requirement that UGA expansions are to be minor. See Puget Sound Regional Council, *Vision 2040 Part III: Multicounty Planning Policies* pp. 46 – 47 (December 2009). Accessed on September 16, 2010 at: http://www.psrc.org/assets/1738/Part_III_Multicounty_Planning_Policies.pdf

DP-12: Allow redesignation of land within the Urban Growth Area to Rural Area if it meets all of the following criteria:

- a) Is not needed to accommodate projected urban growth;
- b) Is not served or cannot be served easily by public sewers;
- c) Is currently developed at a low density lot pattern that cannot be realistically redeveloped at an urban density; and
- d) Is characterized by environmentally sensitive areas making it inappropriate for higher density development.

DP-13: Review the UGA at least every ten years. The review shall consider monitoring reports, including the most recent Buildable Lands Report, and other available data. As a result of this review, and based on the criteria established in DP-10 and DP-11, the GMPC may recommend amendments to the King County Comprehensive Plan that make changes to the UGA boundary.

Review and Evaluation Program

DP-14: Conduct a Buildable Lands Program, in compliance with the review and evaluation requirements of the Growth Management Act in RCW 36.70A.215. The purposes of the Buildable Lands program are:

- a) To collect and analyze data on development activity and land supply and capacity for residential, commercial, and industrial land uses; and
- b) To evaluate 1) the consistency of actual development [including](#) densities with current comprehensive plans and 2) the sufficiency of land capacity to accommodate growth for the remainder of the planning period.

Further detail on the Buildable Lands Program is described in Appendix DP-1.

DP-15: Adopt reasonable measures, where necessary based on the findings of the Buildable Lands report, to increase the efficiency of the use of urban land consistent with current plans and targets in order to provide for sufficient land capacity for housing and employment growth. Expansion of the UGA may not be employed as a reasonable measure.

Joint Planning and Annexation

DP-16: Coordinate the preparation of comprehensive plans with adjacent and other affected jurisdictions, consistent with the Countywide Planning Policies.

DP-17: Transfer the responsibility to provide urban services within the Urban Area to cities as conditions warrant.

DP-18: Designate potential annexation areas (PAAs), where applicable, in city comprehensive plans. PAAs shall be approved by the Growth Management Planning Council and mapped in the Countywide Planning Policies. PAAs should not overlap. Cities may agree to modify PAA boundaries. PAA designation shall ensure that unincorporated urban islands of King County are not created between cities and strive to eliminate existing islands between cities.

DP-19: Allow cities to annex territory only within their designated PAA as shown in Map DP-2. Phase annexations to coincide with the ability of the city to coordinate the provision of a full range of urban services to areas to be annexed.

DP-20: Apply the following policy only within the North Highline unincorporated area. Where PAAs overlapped prior to January 1, 2009, the cities with the PAA overlap and the county should attempt to establish alternative non-overlapping PAA boundaries through a process of negotiation. Absent a negotiated resolution, a city may file a Notice of Intent to Annex with the Boundary Review Board for King County for territory within its designated portion of a PAA overlap as shown on the Interim Potential Annexation Area Map and detailed in the city's comprehensive plan after the following steps have been taken:

- a) The city proposing annexation has, at least 30 days prior to filing a Notice of Intent to annex with the Boundary Review Board, contacted in writing the cities with the PAA overlap and the county to provide notification of the city's intent to annex and to request a meeting or formal mediation to discuss boundary alternatives, and;
- b) The cities with the PAA overlap and the county have either:
 - i. Agreed to meet but failed to develop a negotiated settlement to the overlap within 60 days of receipt of the notice, or;
 - ii. Declined to meet or failed to respond in writing within 30 days of receipt of the notice.

DP-21: Develop agreements between King County and cities with PAAs to apply city-compatible development standards that will guide land development prior to annexation. Affected cities, with support from King County, should reach out to affected unincorporated residents to explain the service delivery benefits of annexation and the reasons for the use of city standards.

DP-22: Facilitate the annexation of unincorporated Urban Areas that are already urbanized and are within a city's PAA in order to receive urban services. Annexation is preferred over incorporation.

DP-23: Evaluate proposals to annex or incorporate unincorporated land based on the following criteria:

- a) Conformance with Countywide Planning Policies including the UGA boundary;

- b) The ability of the annexing or incorporating jurisdiction to provide urban services at standards equal to or better than the current service providers; and
- c) Annexation or incorporation in a manner that will avoid creating unincorporated islands of development.

Centers

Goal Statement: (To be inserted.)

Urban Centers

DP-24: Concentrate housing and employment growth within designated Urban Centers.

DP-25: Designate Urban Centers in the CPPs where city-nominated locations meet the criteria in DP-26 and DP-27 and where the city's commitments will help ensure the success of the center. Each center's proposed location will promote a countywide system of Urban Centers, and the total number of centers should represent a realistic growth strategy for the county. Map DP-3 displays the designated Urban Centers.

Comment [BWH14]: The suggestions on DP-26 and DP-27 are meant to incorporate proven standards that make transit-oriented development more effective and better deliver their potential social and environmental benefits.

DP-26: Evaluate and approve each Urban Center proposal based on the following criteria:

- a) Meets the criteria for designation by the PSRC as a Regional Growth Center;
- b) May be up to one and a half square miles in area; and
- c) Zoning and infrastructure are adequate to accommodate a residential and employment density of no less than 25,000 housing and employment units, of which at least 15,000 must be housing units :
 - ~~i. A minimum of 15,000 jobs within one half mile of a high capacity transit station;~~
 - ~~ii.~~ i. At a minimum, an average of 50 employees per gross acre; and
 - ~~iii.~~ ii. At a minimum, an average of 50+5 housing units per gross acre.
 - iii. At least one housing unit shall be allowed for each employment unit in the center.

DP-27: Develop plans for each Urban Center that include goals, policies, and actions to promote and maintain quality of life in the Center through:

- a) A plan for “complete streets” that are designed and operated to allow safe access for users of all modes and ability levels with a street center line mile average of no less than 30 center line miles per square mile, as a measure of street connectivity. Street grids should strive to have blocks no larger than three hundred feet by three hundred feet square. In areas where this is not possible, well designed mid-block pedestrian and bicycle pathways could be used to accomplish a similar result.
- a) b) Pedestrian and bicycle mobility, transit use, and linkages between these modes;
- b) c) Eliminate minimum parking requirements for all uses and set appropriate parking maximums. Prohibit surface parking lots and at-grade parking, with the exception of on-street parking. Include parking management strategies that minimize single-occupancy vehicle usage, especially during peak commute periods;
- e) d) A broad array and mix of land uses that foster both daytime and nighttime activities and opportunities for social interaction and community cohesion;
- d) e) A range of affordable and healthy housing choices. Plan for housing affordable to low- and moderate-income households commensurate with King County’s fair share housing methodology;
- e) f) Historic preservation and adaptive reuse of historic places;
- f) g) Parks and public open spaces that are accessible and beneficial to all residents in the Urban Center;
- h) Plan and adopt development regulations to increase the urban tree canopy within the center and incorporate low impact development measures to minimize storm water runoff;
- g) i) Facilities to meet human service needs; and
- h) j) Superior urban design which reflects the local community and involve all segments of the community in setting design criteria.

DP-28: Contribute to improving health for all residents and decrease greenhouse gas emissions through land use strategies that reduce vehicle miles traveled and provide alternatives to auto travel in Urban and Subregional Centers.

DP-29: Adopt in the comprehensive plan for each city containing an Urban Center a map of the Center showing its geographic boundaries, and targets for both housing and employment growth within the center for the comprehensive planning period.

DP-30: Form the land use foundation for a regional high-capacity transit system through the designation of a system of Urban Centers. Urban Centers should receive high priority for the location of transit stations, transit centers, as well as infrastructure providing pedestrians and bicyclists with safe and convenient access to transit.

DP-31: Direct concentrations of office activity to Urban Centers. Office building development outside of Urban Centers should occur within locally designated Subregional Centers.

Manufacturing/Industrial Centers

DP-32: Support concentrations of manufacturing and industrial employment within designated Manufacturing/Industrial Centers. Map DP-4 displays the designated Manufacturing/Industrial Centers.

DP-33: Adopt plans and regulations for each Manufacturing/Industrial Center to:

- a) Provide zoning and infrastructure adequate to accommodate a minimum of 10,000 jobs;
- b) Preserve and enhance sites that are appropriate for manufacturing or industrial uses;
- c) Prohibit residential uses and ~~discourage~~ land uses that are not compatible with manufacturing and industrial uses, such as by ~~prohibiting~~ imposing limits on the size of offices and retail uses that are not accessory ~~or retail uses supportive of~~ an industrial use. Residential uses, such as watchman's dwellings accessory to and compatible with manufacturing and industrial uses may be allowed;
- d) Facilitate the mobility of employees by transit and the movement of goods by truck, rail, or waterway, as appropriate;
- e) Provide for capital facility improvement projects which support the movement of goods and manufacturing/industrial operations;
- f) Ensure that utilities are available to serve the center;
- g) Provide buffers around the center to reduce conflicts with adjacent land uses; and
- h) Attract the type of businesses that will ensure economic growth and stability.

Comment [BWH15]: We have seen office development drive out family wage manufacturing jobs. The region has many opportunities for office development, so we recommend that this policy be strengthened.

DP-34: Adopt in the comprehensive plan of each city containing a Manufacturing/Industrial Center a map showing the geographic boundaries of the center and targets for employment growth within the center for the comprehensive planning period.

DP-35: Minimize or mitigate potential health impacts of the activities in Manufacturing/Industrial Centers on nearby residential communities, schools, open space, and other public facilities located in or adjacent to Centers as needed.

DP-36: Designate additional Manufacturing/Industrial Centers through the GMPC based on nominations from cities after determining that the nominated locations meet the criteria set forth in DP-33 and the criteria established by the PSRC for Regional Manufacturing/Industrial Centers, and that the proposed center's location will promote a countywide system of Manufacturing/Industrial Centers with the total number of centers representing a realistic growth strategy for the county; and that the city's commitments will help ensure the success of the center.

Subregional Centers

DP-37: Allow and encourage, where appropriate, concentrations of housing and employment growth within locally designated Subregional Centers.

DP-38: Encourage local designation in city comprehensive plans of one or more Subregional Centers, such as city or town centers, neighborhood centers, transit station areas, or other activity nodes, that are characterized by the following:

- a) A diversity of land uses, including commercial, residential, public facilities, and open spaces;
- b) Housing and employment densities that, while lower than most Urban Centers, are sufficient to support frequent transit service with at least 50 housing units per acre and at least one housing unit allowed for each employment unit allowed;
- c) Plan for housing affordable to low- and moderate-income households commensurate with King County's fair share housing methodology
- ~~e)d~~ Pedestrian and bicycle facilities that connect residential areas to commercial districts, recreation, and transit facilities;
- ~~e)e~~ Superior urban design which reflects the local community; and
- f) Disincentives for single-occupancy vehicle usage for commute purposes during peak hours;
- g) In centers well served by transit, eliminate minimum parking requirements for all uses and set appropriate parking maximums. Prohibit surface parking lots and at-grade parking, with the exception of on-street parking; and
- ~~e)h~~ Plan for "complete streets" that are designed and operated to allow safe access for users of all modes and ability levels with a street center line mile average of no less than 30 center line miles per square mile, as a measure of street connectivity.

Again, these recommendations would result in more effective transit-oriented development.

Urban Design and Historic Preservation

Comment [BWH16]: This section is good too.

Goal statement: (To be inserted)

DP-39: Develop neighborhood planning and design processes that encourage infill development, redevelopment, and reuse of existing buildings and that enhance the existing community character and mix of uses.

DP-40: Promote a high quality of design and site planning in publicly-funded construction and in private development throughout the UGA.

DP-41: Preserve significant historic, archeological, cultural, architectural, artistic, and environmental features, especially in the UGA where the goal to accommodate most new growth could place these resources at risk. Where appropriate, designate individual features or

areas for protection or restoration. Encourage land use patterns and implement regulations that protect and enhance historic resources and sustain historic community character.

DP-42: Ensure that schools and public facilities are accessible by walking, biking or transit. Promote the joint use of facilities, where appropriate.

DP-43: Design urban buildings, development sites, and landscapes to create, protect, and manage systems of green infrastructure (i.e., urban forests, parks, green roofs, and natural drainage systems) as a means to both reduce climate altering pollution and increase resilience of communities to climate change impacts.

DP-44: Design communities, neighborhoods and individual development projects using techniques that reduce heat absorption.

DP-45: Increase access to healthy food in communities throughout the UGA by encouraging the location of healthy food purveyors, such as grocery stores and farmers markets, and community food gardens in proximity to residential uses and transit facilities.

DP-46: [In consultation with all segments of the community, a](#) adopt design standards or guidelines that make infill development more compatible with the existing or desired urban context.

Rural and Resource Lands

Goal Statement: (To be inserted.)

Rural Lands

DP-47: Limit growth in the Rural Area as [consistent with](#) the VISION 2040 Regional Growth Strategy to prevent sprawl and the overburdening of rural services, reduce the need for capital expenditures for rural roads, maintain rural character, and protect the environment.

DP-48: Limit residential development in the Rural Area to housing at [very](#) low densities that are compatible with rural character, [available water resources](#) and comply with the following density guidelines:

- a) One home per 20 acres where a pattern of large lots exists and to protect forest lands;

Comment [BWH17]: DP-48 is great!

- b) One home per ten acres to protect lands for small-scale farming and forestry or on lands within a quarter mile of the Forest Production District or Agricultural Production District; or
- c) One home per five acres when the land does not meet the criteria for lower density designations and where the predominant lot size is less than ten acres.

DP-49: Extend utilities, roads, and other infrastructure improvements through Rural Areas only when necessary to serve Urban Areas and when there are no other feasible alignments. Such limited extensions may be considered only if land use controls are in place to restrict uses appropriate for the Rural Area and only if access management controls are in place to prohibit tie-ins to the extended facilities.

DP-50: Establish rural development standards to protect the natural environment by using seasonal and maximum clearing limits for vegetation, limits on the amount of impervious surface, surface water management standards that preserve natural drainage systems, water quality and groundwater recharge, and best management practices for resource-based activities.

Comment [BWH18]: Great too.

DP-51: Use a range of tools, including land use designations, development regulations, level-of-service standards, purchase or transfer of development rights, and other incentives for preserving rural lands and focusing urban development within the UGA.

DP-52: Prevent or, if necessary, mitigate negative impacts of urban development on adjacent Rural Areas.

DP-53: Maintain rural roads at rural standards. Do not upgrade rural roads to accommodate urban traffic levels.

Comment [BWH19]: Great too.

DP-54: Do not locate regional public facilities in the Rural Area if those facilities are likely to attract a large number of people from the Urban Area.

DP-55: Allow cities that own property in the rural area to enter into Interlocal Agreements with King County that would allow the cities to provide services to the property. The cities shall not be allowed to annex the property or serve it with sewers or any infrastructure at an urban level of service. The use of the property must be consistent with the rural land use policies of this document and the King County Comprehensive Plan.

Resource Lands

DP-56: Promote and support forestry, agriculture, mining and other resource-based industries outside of the UGA as part of a diverse, regional and sustainable economy.

DP-57: Assure the conservation of~~Protect~~ commercial agricultural and forestry resource lands primarily for their long-term productive resource value and for the open space, scenic views, wildlife habitat, and critical area protection benefits they provide.

DP-58: Encourage best practices in agriculture and forestry operations for long-term protection of the natural resources.

DP-59: Prohibit annexation of lands within designated Agricultural Production Districts or within Forest Production Districts by cities.

DP-60: Retain the Lower Green River Agricultural Production District as a regionally designated resource that is to remain in unincorporated King County.

DP-61: Prohibit~~Discourage~~ incompatible land uses adjacent to designated Resource lands to ~~minimize conflicts with resource uses, assure that the use of adjacent lands does not interfere with their continued use for the production of food, agricultural, or forest products.~~

DP-62: Preserve opportunities for mining in the Rural Area, in the Forest Production District, and on Mineral Resource Lands and ensure that extractive industries maintain environmental quality and minimize negative impacts on adjacent land uses. Prohibit incompatible land uses adjacent to designated Mineral Resource Lands to assure that the use of adjacent lands does not interfere with their continued use for the production of minerals.

DP-63: Support local production and processing of food within King County to reduce the need for long distance transport and to increase the reliability and security of local food.

DP-64: Coordinate among all King County jurisdictions to support local-area farmers and to ensure a continued supply of fresh produce and local food products, including at farmers markets throughout the county.

DP-65: Support institutional procurement policies that encourage purchases of locally grown food products.

DP-66: Use Transfer of Development Rights (TDR) as a growth management tool that protects Rural and Resource lands by shifting potential development from those lands into existing Urban areas, especially cities. Implement TDR within King County through a partnership between the county and cities that is designed to:

- a) Identify Rural and Resource sending sites that satisfy countywide conservation goals and are consistent with regionally coordinated TDR efforts;
- b) Preserve rural and resource lands of compelling interest to participating cities;

Comment [BWH20]: The Growth Management Act requires counties and cities “to assure the conservation of [natural resource] lands and to assure that the use of adjacent lands does not interfere with their continued use for the production of food, [agricultural, or forest] products.” *King County v. Central Puget Sound Growth Management Hearings Bd. (Soccer Fields)*, 142 Wn.2d 543, 556, 14 P.3d 133, 140 (2000) emphasis in original. The Supreme Court was referring to the requirements in RCW 36.70A.060(1)(a). These suggestions are consistent with the GMA language.

Comment [BWH21]: These changes implement the requirements in RCW 36.70A.060(1)(a).

Comment [BWH22]: Again, these changes better implement the requirements in RCW 36.70A.060(1)(a).

Comment [BWH23]: We strongly support limiting TDR transfers to urban growth areas. Those counties that have allowed similar mechanisms, such as Snohomish County, have seen the creation of large areas of small lots that have harmed rural character.

- c) Identify appropriate TDR receiving areas within cities;
- d) Identify incentives for city participation in regional TDR (i.e. county-to-city TDR);
- e) Develop interlocal agreements that allow rural and resource TDRs to be used in city receiving areas;
- f) Identify and secure opportunities to fund or finance infrastructure within city TDR receiving areas; and
- g) Recognize that cities may have their own citywide TDR programs.

Housing Chapter

Overarching Goal: The housing needs of all economic and demographic groups of the population are met by all jurisdictions.

Housing Supply and Needs Assessment

H-1: Include in each jurisdiction's comprehensive plan an inventory and analysis of housing needs of all economic and demographic segments of the population, both existing and projected for the community over the planning period. The analysis should include, at a minimum, relevant characteristics of housing supply and housing need, especially the needs of very-low, low- and moderate-income households, and special needs populations in the county. The housing needs assessment shall reflect each jurisdiction's existing needs as well as its responsibility to accommodate a fair share of the projected future demand for affordable housing countywide. Further guidance on the elements of the housing needs assessment is provided in Appendix H-1.

Comment [BWH24]: The fair share language is excellent.

Affordable Housing Targets

H-2: Adopt in each jurisdiction's comprehensive plan policies and strategies that accommodate at least the following affordable housing targets:

- a) Housing affordable to moderate income households, with incomes between 50 and 80 percent of the area median household income, which is equal to 16 percent of the jurisdiction's overall housing target.
- b) Housing affordable to low-income and very-low income households, with incomes below 50 percent of area median household income, which is equal to either 20 percent or 24 percent of the jurisdiction's overall housing target, as determined in the Jobs/Housing Index table in Appendix H-2
- b)c) Housing affordable to households with incomes between 80 and 120 percent of the area median household income.

Comment [BWH25]: a). Is 16 percent still enough still enough given the changes to the housing market and income levels? We think this percentage needs to be increased to meet community needs for affordable housing.

Comment [BWH26]: Are these percentages still enough given the changes to the housing market and income levels? Again, we think this percentage needs to be increased to meet community needs for affordable housing.

Progress toward affordable housing targets may be accomplished through the addition of new affordable units or existing units newly preserved or acquired and rehabilitated with a regulatory agreement for long-term affordability.

Strategies to Meet Housing Needs

H-3: Provide residential capacity, including a range of housing types and densities, within each jurisdiction in the Urban Growth Area, that is sufficient to accommodate both its overall housing target, ~~and~~ its affordable housing targets, and housing affordable to all income groups. Sufficient land shall be designated and zoned for densities and for housing types that can be built to provide for affordable housing.

Comment [BWH27]: Some densities and housing types are more affordable than others. Accessory dwelling units and five story wood frame buildings are examples. While zoning for affordable housing types does not guarantee affordable housing, if you do not zone for them you cannot get sufficient quantities of affordable housing.

H-4: Adopt strategies, at the local and countywide levels, that promote housing supply, affordability and diversity. At a minimum, these strategies should address the following areas:

- a) New housing that increases the overall supply of housing and diversity of housing types;
- b) New housing that is affordable to very-low, low, ~~and moderate~~, and 80 to 120% AMI-income households;
- ~~b)c)~~ Locational market need and demand for housing types.
- ~~e)d)~~ Provision of housing that is suitable and affordable for households with special needs;
- ~~e)e)~~ Preservation of existing housing units, especially affordable housing units;
- ~~e)f)~~ Acquisition and rehabilitation of housing units for long-term affordability;
- ~~f)g)~~ Universal design and sustainable residential development; and
- ~~e)h)~~ Housing supply, affordable housing, and special needs housing within Urban and Subregional Centers and in other areas planned for concentrations of mixed land uses.
- ~~h)i)~~ More detailed guidance on strategies for promoting housing supply and affordability are contained in Appendix H-1.
- j) Incentives for affordable and moderate income housing in areas where the market cannot produce housing affordable to those income levels.

Comment [BWH28]: While we do a decent job of addressing very low to moderate income households, we're less good at assuring (1) the housing is location-efficient in proximity to jobs & transit or equitably distributed, and (2) assuring that all incomes have household opportunities. For example, middle income families are often squeezed out of urban settings because of a lack of available single-family housing. Current national market analysis shows that suburbs are over-built with single-family homes while urban settings are vastly under built.

H-5: Plan for jobs and appropriately priced housing located within close proximity to each other so people of all incomes can live near their places of work. Encourage housing production at a level that improves the balance of housing to employment throughout the county.

Comment [BWH29]: This policy is quite good! Including the preservation of affordable housing is very helpful. Incentives, such as lower parking ratios and greater densities, can also help produce more affordable housing, or at least reduce the amount of the subsidy that is needed.

Comment [BWH30]: Good too.

H-6: Promote housing development, preservation, and affordability in coordination with transit, bicycle, and pedestrian plans and investments and in proximity to transit hubs and corridors, such as through transit oriented development and planning for mixed uses in transit station areas.

H-7: Incorporate healthy housing concepts into housing affordability strategies, policies, and programs.

Comment [BWH31]: Good as well.

H-8: Adopt comprehensive plan policies that promote fair housing and plan for communities that are diverse and inclusive of the abilities, ages, races, incomes, and other diverse characteristics of the population of the county.

Regional Cooperation

H-9: Collaborate in developing new countywide housing resources and programs, including funding, with a focus on meeting the affordable housing needs of very-low, low, and moderate income households. Jurisdictions are encouraged to support countywide affordable housing programs and contribute resources and other in-kind assistance to local affordable housing projects.

H-10: Work cooperatively among jurisdictions to meet housing and affordable housing targets.

H-11: Work cooperatively with the Puget Sound Regional Council and other agencies, to identify ways to expand technical assistance to local jurisdictions in developing, implementing and monitoring the success of affordable housing strategies. These efforts shall include collaboration in developing and implementing a housing strategy for the 4-county Puget Sound region.

Measuring Results

H-12: Monitor housing supply and affordability, including progress toward achieving affordable housing targets, both countywide and within each jurisdiction. Such monitoring should encompass:

- a) Number and type of new housing units, including accessory dwelling units;
- b) Number of units lost to demolition, redevelopment, or conversion to non-residential use;
- c) Number of new units that are affordable to very-low, low, and moderate income households;
- d) Number of affordable units newly preserved and units acquired and rehabilitated with a regulatory agreement for long-term affordability;
- e) Housing market trends including affordability of overall housing stock;
- f) Changes in zoned capacity for housing;
- g) The number and nature of fair housing complaints; ~~and~~
- h) Housing development and market trends in Urban Centers;
- i) Locational efficiency across home and apartment values based on access to transit, bike, and pedestrian transportation choices and proximity to job centers;
- h-j) Average energy utility bill costs based on residential design;-

Comment [BWH32]: For more information, see <http://htaindex.cnt.org/> and http://docs.nrdc.org/air/files/air_06031001a.pdf.

| ~~H-13~~ Report regularly on the results of the housing monitoring program. Further detail on the procedures and content of the housing monitoring are contained in Appendix H-1.

H-13: Consider the results of local and countywide monitoring in developing and updating county and city housing policies and strategies.

H-14: The Growth Management Planning Council shall on a regular basis, evaluate achievement of countywide goals for housing for all economic and demographic segments of the population. If the Growth Management Planning Council determines that housing planned for any segment falls short of the need for affordable housing, it may recommend additional policies or actions.

Economy Chapter

Overarching Goal: The people of King County prosper through economic growth and job creation.

Regional Economic Strategy

ED-1: Align local economic policies and strategies with VISION 2040 and the Regional Economic Strategy.

Connections to Targets

ED-2: Support economic growth that accommodates adopted twenty-year employment targets through local land use plans, infrastructure development, and implementation of economic development strategies.

Clusters

ED-3: Identify and support existing and emerging industry clusters and subclusters within King County that are components of the Regional Economic Strategy.

Performance and Metrics

ED-4: Evaluate the performance of economic development policies and strategies in business development and job creation. King County and its cities should identify and track key economic metrics to help jurisdictions evaluate the effectiveness of their individual and the region's economic strategies.

Businesses

Local Regulations and Relationships

ED-5: Help businesses to thrive and support business retention by:

- a) Assuring transparency, efficiency, and predictability of local regulations and policies;
- b) Encouraging communication and partnerships between businesses, government, schools, and research institutions; and

Comment [BWH33]: Overall, these are quite good.

- c) Encouraging government contracts with local businesses.

Business Retention and Development

ED-6: Foster the retention and development of those businesses and industries that export their goods and services outside the region.

ED-7: Promote an economic climate that is supportive of business formation, expansion, and retention and emphasizes the importance of small businesses in creating jobs.

Public-Private Partnerships

ED-8: Foster a broad range of public-private partnerships to implement economic development policies, programs and projects.

Local Assets

ED-9: Identify and support the retention of key regional and local assets to the economy, such as major educational facilities, research institutions, health care facilities, manufacturing facilities, and port facilities.

Healthy Communities

ED-10: Support the regional food economy including the production, processing, wholesaling, and distribution of the region's agricultural food and food products to all King County communities. Emphasize increasing access to those communities with limited presence of healthy food options.

People

Education

ED-11: Work with schools and other institutions to sustain a highly educated and skilled workforce, including aligning job training and education offerings with the region's industry clusters. Identify partnership and funding opportunities where appropriate.

Diversity

ED-12: Celebrate the cultural diversity of local communities as a means to enhance our global relationships [and welcome all social groups](#).

Disadvantaged Populations

ED-13: Address the historic disparity in income and employment opportunities for minorities, women, and economically disadvantaged populations by committing resources in human services, community development, housing, economic development, and public infrastructure to address these inequalities.

ED-14: Provide amenities and a quality of life that can help retain the highly educated [and skilled workforce our businesses need](#).

Places

Centers

ED-15: Foster economic and employment growth in designated Urban Centers and Manufacturing/Industrial Centers through local investments, planning, and financial policies. Retain sufficient land for basic industries to remain and locate in the UGA, especially in the Manufacturing/Industrial Centers, even as the UGA becomes denser and demand to site other activities increases.

Infrastructure

ED-16: Make local investments in infrastructure, transportation, and public services that support local and regional economic development strategies. Focus investments where it encourages growth in designated centers and helps achieved employment targets.

Community supportive development

ED-17: Encourage economic development that adds to the vibrancy and sustainability of our communities and the health and well-being of all people through providing safe and convenient access to local services, neighborhood-oriented retail, purveyors of healthy food (e.g. grocery stores and farmers markets), and transportation choices.

Environment

Comment [BWH34]: This is one area that governments can directly affect the economic competitiveness of the region through providing parks, open spaces, and cultural activities.

ED-18: Promote the natural environment as a key economic asset. Work cooperatively with local businesses to help protect and restore the natural environment in a manner that is efficient and predictable, and minimizes impacts on businesses.

Land Supply

ED-19: Maintain an adequate supply of land to support economic development. Inventory, plan for, and monitor the land supply and development capacity for commercial, manufacturing, and other employment uses that can accommodate the amount and types of economic activity anticipated during the planning period.

Industrial Siting

ED-20: Foster a climate supportive of Manufacturing/Industrial Centers by adopting industrial siting policies, consistent with the Regional Economic Strategy. Prohibit or strictly limit non-supporting or incompatible activities that can interfere with the retention or operation of industrial businesses, especially in M/ICs.

Industrial Lands

ED-21: Limit the loss of industrial lands, particularly in M/ICs, in order to maintain the region's economic diversity and the family-wage jobs that business in these areas provide.

Brownfields

ED-22: Facilitate redevelopment of contaminated sites through local, county and state financing and other strategies that assist with funding environmental clean-up.

Rural Cities

ED-23: Encourage limited economic activity within Rural Cities and their associated Potential Annexation Areas that does not create adverse impacts to surrounding Rural Area and Resource Lands and will not create the need to provide urban services and facilities to those areas [outside the cities](#).

Transportation Chapter

Goal for Transportation Chapter: (To be inserted.)

Supporting Growth

Goal Statement: (To be inserted.)

T-01: Work cooperatively with the Puget Sound Regional Council, the State, and other relevant agencies to finance and develop a multi-modal transportation system that enhances regional mobility and reinforces the countywide vision for managing growth. Recognize the Vision 2040 Regional Growth Strategy and Transportation 2040 as the framework for creating a regional system of centers linked by high-capacity transit and an interconnected system of freeway high-occupancy vehicle lanes, and supported by a system of bus and other transit options.

T-02: Work with transit providers to serve Urban Centers with high-capacity transit. Within Urban Centers and other high capacity transit areas, reflect the unique issues and characteristics around each station in planning for transit supportive land uses, transit rights-of-way, stations and related facilities, multi-modal linkages and place-making elements.

T-03: Support countywide growth management objectives by prioritizing transit service to areas where existing housing and employment densities support transit ridership and to Urban Centers and other areas planned for housing and employment densities that will support transit ridership. Strive to meet the mobility needs of transit-dependent populations in allocating transit service and strive to provide at least a basic level of service to all urban areas of the county.

T-04: Ensure State capital improvement policies and actions are consistent with the regional growth strategy and support VISION 2040 and the Countywide Planning Policies.

T-05: Support adopted growth targets with both regional and local transportation investments, including investments in transit, freight mobility, state highways in key regional transportation corridors, pedestrian and bicycle infrastructure, improved access to Urban Centers, and other facilities that complement and provide access to regional transportation facilities.

T-06: Foster transit ridership in Urban Centers and other areas planned for higher densities of housing and employment by integrating transit using well-designed public spaces and private developments that create an inviting public realm that includes pedestrian and bicycle facilities.

T-07: The regions land use pattern and [transportation system should be designed and operated to achieve the region's planned greenhouse reductions.](#)

Mobility

Goal Statement: (To be inserted.)

T-07: Support regional and countywide growth management strategies with a transportation system that provides for a variety of mobility options including:

- a high-capacity transit system that links the Urban Centers;
- a system of bus and other transit modes that links centers, provides circulation within the centers, and links to other urban areas;
- non-motorized travel options; and
- a high-occupancy vehicle system that links Urban Centers. *(from existing CPP FW-18 – revised from language approved by GMPC in 2010)*

T-08: Develop and implement freight mobility strategies that strengthen King County's role as a regional freight distribution hub, an international trade gateway and a manufacturing area. *(from existing CPP FW-20)*

T-09: Promote the mobility of people and goods through a multi-modal system based on regional priorities consistent with the regional growth strategy and adopted land use plans. The transportation system shall include the following:

- regional and local transit systems, including high-capacity transit and marine modes;
- comprehensive roadway network, including high-occupancy vehicle facilities;
- multi-modal freight network, including rail, air, roadway, and marine;
- airports, including commercial and general aviation;
- transportation demand management, commute trip reduction, and related strategies;
- [pedestrian, bicycle and other non-motorized facilities;](#)
- [facility design should fit its existing and future context;](#)
- [regional and countywide transportation investments shall prioritize facilities serving regional growth centers and regional manufacturing and industrial centers; and](#)

Comment [BWH35]: We support these policies above. In addition, RCW 70.235.020 includes state greenhouse gas reduction requirements and Vision 2040 calls for addressing greenhouse gas emission reductions. Since this section addresses the interaction of land use and transportation, both of which strongly affect greenhouse gas emission, we recommend a policy also supporting the greenhouse gas reductions through land use patterns and the transportation system. An example of such a policy is set-out here.

Comment [BWH36]: We appreciate and support these policies. Three concepts from Vision 2040 that seem to be missing are funding priorities for centers (see policies MPP-T-12, MMP-DP-7, MMP-DP-10, and MMP-DP-13), a complete streets policy (required by MPP-T-14 and 15), and context-sensitive transportation facility design (required by MPP-T-14). We recommended that a priority for centers be added, complete streets policy be added and context-sensitive design be incorporated. We recognize that the above policies address the full range of transportation facilities, but none of them call for complete streets at the facility level. We have added the concept of context-sensitive design and centers funding priorities to policy T-09 above. The funding recommend will help ensure that transportation funds are given to centers, including manufacturing centers. These recommendations will also ensure that pedestrian and bicycle facilities are constructed along with street and road improvements with their mobility benefits and that the impacts of transportation facilities are minimized.

Vision 2040 also calls on the countywide planning policies to encourage greater compatibility in setting level of service standards across jurisdictions, especially for facilities that cross borders. See MPP-DP-54 to 56. We recommend that such policies be added.

- direct [county and city funds should prioritize transportation investments for centers designated through countywide processes, as well as to town centers, and other activity nodes.](#)

T-10: Incorporate pedestrian, bicycle and other non-motorized facilities and amenities as components of transportation systems. Plan, fund, and implement these systems and coordinate local efforts to create a regional network.

T-11: Provide for regional mobility through a multi-modal transportation system. Establish a higher priority for funding of transportation improvements that promote a range of options for moving people and goods.

T-12: Provide opportunities for an active, healthy lifestyle by integrating the needs of pedestrians and bicyclists in the local and regional transportation plans and systems.

T-13: Address the unique needs of the non-driving populations in the development and management of the local and regional transportation systems.

T-14: Site and design transit stations and major bus stops to promote connectivity and access for pedestrian and bicycle patrons.

T-15: Accommodate access and mobility for pedestrians, bicyclists, motorists, and transit users of all ages and abilities as part of regional transportation system. [Design, construct concurrently, and operate transportation facilities to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and transit users consistent with facility's function, while accommodating the movement of freight and goods.](#)

Systems Operations

Goal Statement: (To be inserted.)

[T-16: Increase the share of trips made countywide by modes other than driving alone through coordinated land use planning, public investments, and programs focused on centers and connecting corridors, consistent with locally adopted mode split goals and the state benchmarks for reductions in vehicle miles traveled.](#)

T-17: Apply technologies and transportation demand management programs that optimize the use of existing infrastructure in order to reduce the need for new infrastructure.

Comment [BWH37]: Here is a modified version of MPP-T-14 that could be adopted as the complete streets policy:

Comment [BWH38]: We strongly support policies T-16 through T-24. They help implement *Vision 2040* and will result in a more resilient transportation system.

Comment [BWH39]: We recommend that policy T-16 recognize the state requirements for the vehicle miles traveled reduction benchmarks in RCW 47.01.440(1). This will reinforce the policy direction to reduce single-occupancy vehicle trips.

We think the impacts of global warming are both new enough and have the potential to be pervasive enough that they should be called out separately.

Vision 2040, in MPP-T-33, calls for addressing transportation funding needs for system maintenance, preservation, and operation. We recommend this be addressed.

Sometimes development in one community may adversely affect transportation facilities in another. King County and several of the cities in the county do a good job of sharing funds to address these extra-jurisdictional impacts. Since this is a multi-jurisdictional issue, recommend that a countywide planning policy be adopted call on jurisdictions to share developed derived revenues to address adverse impacts in other jurisdictions.

T-18: Improve safety and comfort for pedestrians and bicyclists in local and regional transportation networks to reduce injuries and fatalities and to encourage non-motorized travel.

T-19: Develop a transportation system that minimizes negative impacts to human health, particularly exposure to environmental toxins generated by vehicle emissions.

T-20: Support the planning and development of a countywide transportation system that reduces greenhouse gas emissions by advancing strategies that shorten trip length or replace vehicle trips to decrease vehicle miles traveled.

T- 21: Modify government fleet vehicles to use alternative fuels and implement advanced technologies and practices to reduce greenhouse gas emissions.

T- 22: Promote the expanded use of alternative fuel vehicles by the general public with measures such as providing for electric vehicle charging stations throughout urban King County.

[T-23: Protect the transportation system \(e.g. roadway, rail, transit, air, and marine\) against major disruptions by developing prevention and recovery strategies and by coordinating disaster response plans. Anticipate the impacts of global climate change on the transportation system and undertake measures to prevent transportation system disruption.](#)

[T-24: Implement transportation system management](#) technologies that increase energy-efficiency and improve system performance.

Public Facilities and Services Chapter

Goal for Public Facilities and Services Chapter: County residents in both Urban and Rural areas have access to high-quality drinking water and other public services needed for a healthy life. King County jurisdictions and service providers collaborate to plan, finance, construct and maintain public facilities, in ways that advance public health and safety, protect the environment, and carry out the regional vision embodied in the Countywide Planning Policies.

Urban and Rural Levels of Service

PFS-01: Focus public facilities and urban level services in the Urban Growth Area to support the regional growth strategy and adopted growth targets and not to increase the development potential of the Rural Area.

PFS-02: Sewer expansion shall not occur in Rural Areas and resource lands except in those limited circumstances where an extension is needed to ~~address specific health and safety problems threatening~~ serve structures permitted before July 1, 1992 or the needs of public facilities such as schools and the extension is necessary to:

- protect basic health and safety;
- and the environment;
- the extension is supportable at rural densities; and
- the extension will not permit urban development.

Sewers may be extended only if they are tightlined and only after a finding that no alternative technologies are feasible.

PFS-03: Plan and locate water systems in the Rural Area so they are appropriate for rural uses and densities and do not increase the development potential of the Rural area. Rural densities shall be consistent with the available potable water supplies.

Coordination Among Jurisdictions

PFS-04: Coordinate among jurisdictions to ensure adequate provision of services to all residents.

PFS-05: Recognize cities as the appropriate providers of services to the Urban Growth Area (UGA), either directly or by contract. Extend urban services through the use of special districts only where there are agreements with the city in whose Potential Annexation

Comment [BWH40]: Policy PFS-02 is inconsistent with RCW 36.70A.110(4) which provides that “[i]n general, it is not appropriate that urban governmental services be extended to or expanded in rural areas except in those limited circumstances shown to be necessary to protect basic public health and safety and the environment and when such services are financially supportable at rural densities and do not permit urban development.” Further, schools are important community facilities that should be located in cities and towns wherever possible. We have rewritten the policy to reflect these requirements.

Comment [BWH41]: One of the major issues with rural development the permitted rural densities greatly exceed the capacity of unallocated surface and groundwater. Allowing levels of rural development that exceed the available water capacity is unsustainable. And the adverse effects of global warming will just make this worse. We recommend that rural densities be matched to the available water supplies. This will both provide necessary water for rural development and protect water quality, water quality, and instream resources.

Area the extension is proposed. Within the UGA, as time and conditions warrant, cities should assume local urban services provided by special purpose districts. Encourage special service districts, including sewer, water, and fire districts, to consolidate or dissolve as their functions are transferred to general purpose governments.

Comment [BWH42]: The fragmentation of government is a serious problem in our region, especially in this era of limited financial resources. We recommend that PFS-05 incorporate the provisions of MPP-PS-6 set out below. Our edits include this addition.

MPP-PS-6: Obtain urban services from cities or appropriate regional service providers, and encourage special service districts, including sewer, water, and fire districts, to consolidate or dissolve as a result.

Utilities: Water Supply, Including Conservation

PFS-06: Ensure that all consumers have access to a safe, reliably maintained, and sustainable drinking water source that meets present and future needs.

PFS-07: Coordinate water supply among local jurisdictions, tribal governments, and water purveyors to provide reliable and cost-effective sources of water for all consumers.

PFS-08: Recognize and support agreements with water purveyors in adjacent counties to advance the interest of the broader region in promoting effective conveyance of water supplies and in securing adequate supplies in emergencies.

PFS-09: Implement water conservation efforts to support a sustainable long-term water supply to serve the growing population, protect natural resources, and improve environmental quality.

PFS-10: Encourage water reuse and reclamation, especially for large commercial and residential developments and for high-volume non-potable water users such as parks, schools, and golf courses.

PFS-11: Monitor and address the potential impacts of climate change on the county's water supplies.

Comment [BWH43]: MPP-PS-17 calls for recognizing the potential impacts on water supply from climate change. Some of King County's water providers and world leaders in this work. We recommend this additional policy to incorporate this important concept.

Utilities: Sewage Disposal

Comment [BWH44]: We support these policies.

PFS-11: Consider the use of new and emerging technologies when planning to meet future needs of the regional wastewater system.

PFS-12: Require all development in the Urban Growth Area to be served by a public sewer system except for a single-family residence on an existing individual lot that has no feasible access to sewers.

Solid Waste Services

PFS-13: Promote programs and technologies that reduce the solid waste stream.

Comment [BWH45]: We support these polities too.

Energy and Energy Conservation

PFS-14: Promote the use of renewable energy resources to meet the long term county's energy needs.

Comment [BWH46]: We support these polities too.

PFS-15: Reduce the rate of energy consumption through conservation and alternative energy forms to extend the life of existing facilities and infrastructure.

Telecommunications

PFS-16: Plan for the provision of telecommunication infrastructure to serve growth and development in a manner consistent with the regional and countywide vision.

Comment [BWH47]: We support these polities too.

Human and Community Services

PFS-17: Provide human and community services to meet the needs of current and future residents in communities throughout King County through coordinated planning, funding, and delivery of services by the county, cities, and other agencies.

Comment [BWH48]: We support these polities too.

PFS-18: Locate [health, human, and community services and facilities to promote use by the intended populations](#) [and encourage them to locate near centers and transit for efficient access](#), ~~including consideration of transit service to reach the facilities.~~

Comment [BWH49]: We appreciate that the primary criteria for human and community services is to serve the population. MPP-PS-16 also encourages them to locate in centers and transit so they are accessible. We recommend that policy PFS-18 also include this preference.

PFS-19: Locate human, community, and educational services and facilities that serve urban areas within the Urban Growth Area. Site these services and facilities in mixed-use centers and other locations that are well served by transit and pedestrian and bicycle networks. Strive to create well-designed public spaces around these services and facilities that promote health and well-being.

PFS-20: Accommodate community and human services in other plans, where appropriate, including those addressing land use, transportation and capital improvements.

Siting Public Capital Facilities

PFS-21: Site public capital facilities of regional or statewide importance within the county in a way that is equitable and that supports the Countywide Planning Policies.

Comment [BWH50]: We support these policies too